JERSEY CENTRAL LINES

Annual Report

1952

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JERSEY CENTRAL
LINES

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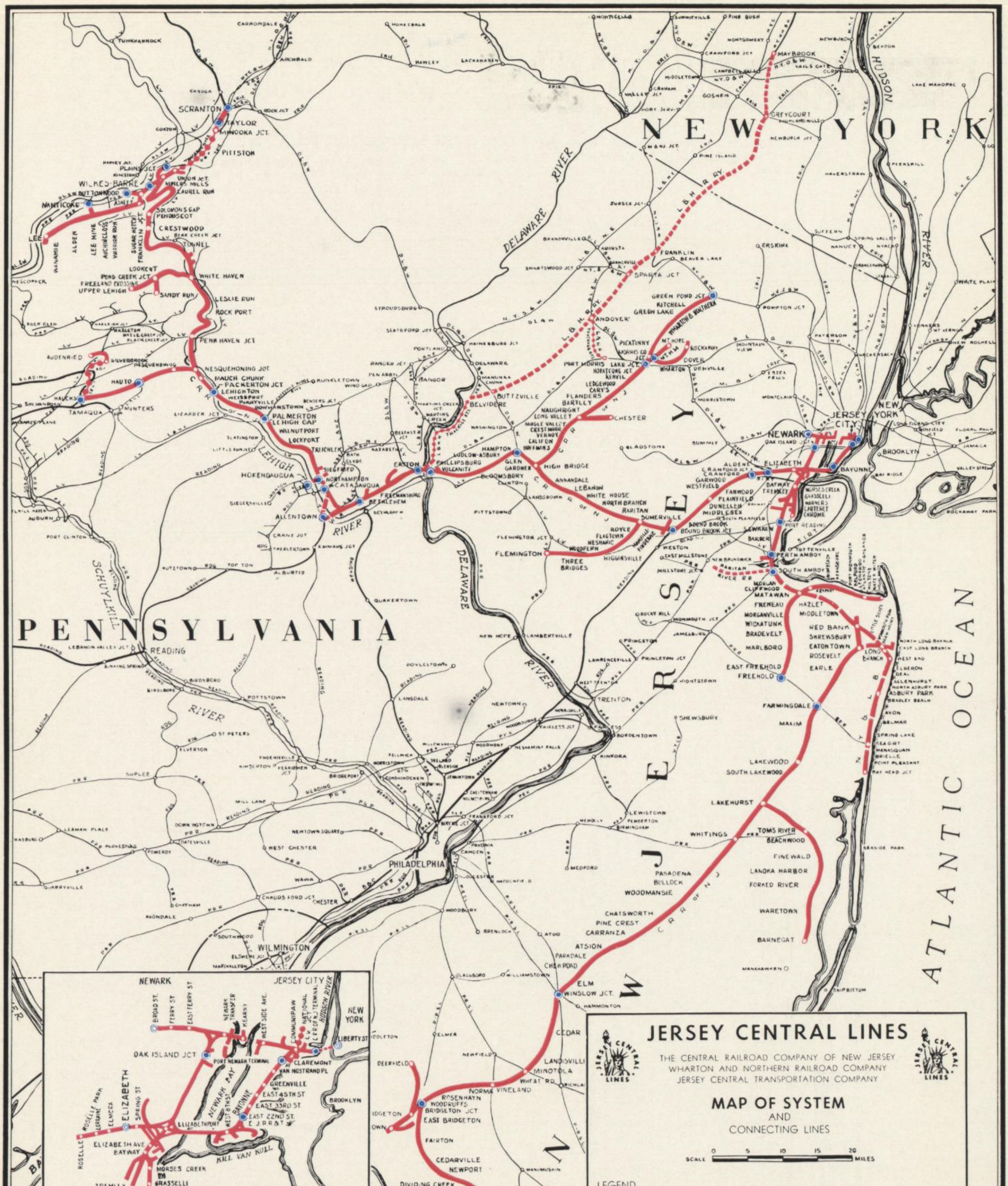

NEW YORK
PENNSYLVANIA
NEW JERSEY
ATLANTIC OCEAN
HUDSON RIVER
DELAWARE RIVER
LEHIGH RIVER
SCHUYLKILL RIVER
DELAWARE BAY
SCRANTON
WILKES-BARRE
NANTICOKE
TAMAQUA
MAUCH CHUNK
LEHIGHTON
PALMERTON
ALLENTOWN
BETHLEHEM
EASTON
PHILLIPSBURG
READING
PHILADELPHIA
WILMINGTON
TRENTON
HIGH BRIDGE
SOMERVILLE
FLEMINGTON
NEWARK
ELIZABETH
JERSEY CITY
BAYONNE
NEW YORK
BROOKLYN
PERTH AMBOY
SOUTH AMBOY
RED BANK
LONG BRANCH
ASBURY PARK
FREEHOLD
LAKEWOOD
LAKEHURST
TOMS RIVER
BARNEGAT
WINSLOW JCT.
BRIDGETON
MAURICETOWN
MAYBROOK
L & H R RY.
TERMINAL DISTRICT
SCALE 0 1 2 3 4 5 MILES
STATEN ISLAND
LOWER NEW YORK BAY
KILL VAN KULL
ARTHUR KILL
NEWARK BAY

JERSEY CENTRAL LINES

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY
WHARTON AND NORTHERN RAILROAD COMPANY
JERSEY CENTRAL TRANSPORTATION COMPANY

MAP OF SYSTEM
AND
CONNECTING LINES

SCALE 0 5 10 15 20 MILES

LEGEND

- OWNED, CONTROLLED AND OPERATED LINES
- TRACKAGE RIGHTS
- LINES OPERATED IN WHICH THE C.R.R. CO. OF N. J. HAS A SUBSTANTIAL INTEREST:
  - THE NEW YORK AND LONG BRANCH RAILROAD CO.
  - THE ALLENTOWN TERMINAL RAILROAD CO.
  - BAY SHORE CONNECTING RAILROAD CO.
- LINES NOT OPERATED IN WHICH THE C.R.R. CO. OF N. J. HAS A SUBSTANTIAL INTEREST:
  - THE LEHIGH AND HUDSON RIVER RAILWAY CO.
  - RARITAN RIVER RAILROAD CO.
- PRINCIPAL FREIGHT INTERCHANGE POINTS

OFF. OF CHIEF ENGINEER
JERSEY CITY, N. J.

Jersey Central Lines

Directors

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY

Roy B. White, *Chairman*
*Revelle W. Brown
*J. Hamilton Cheston
Joseph A. Fisher
Frank C. La Grange
Earl T. Moore
*Fred N. Oliver
Julius A. Rippel
James E. Smith
**Member, Executive Committee*

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA

Percy A. Brown
*Revelle W. Brown
James D. Carpenter, Jr.
Edward J. Fox, Jr.
*John W. Kress
Judson C. McLester, Jr.
*Earl T. Moore
Joshua A. Rich, IV
Andrew J. Sordoni
J. L. Stackhouse
Robert A. Young
**Member, Executive Committee*

APR 3 1953

WHARTON AND NORTHERN RAILROAD COMPANY

N. Newlin Baily
Revelle W. Brown
Ludwig R. Dohm
William V. Griffin
Judson C. McLester, Jr.
Earl T. Moore
Robert E. Teston

JERSEY CENTRAL TRANSPORTATION COMPANY

N. Newlin Baily
William Kohler
Judson C. McLester, Jr.
Earl T. Moore
Harry E. Yerkes

General Offices

143 LIBERTY STREET
NEW YORK 6, N. Y.

Officers

EARL T. MOORE
PRESIDENT

N. NEWLIN BAILY
VICE PRESIDENT AND GENERAL MANAGER

JUDSON C. McLESTER, JR.
VICE PRESIDENT AND GENERAL COUNSEL

RALPH E. THOMPSON
CHIEF ACCOUNTING OFFICER

WILLIAM KOHLER
SECRETARY AND TREASURER

HARRY W. DORIGAN
EXECUTIVE ASSISTANT TO THE PRESIDENT

DON Y. SMITH
CHIEF FREIGHT TRAFFIC OFFICER

HARRY E. YERKES
PASSENGER TRAFFIC MANAGER

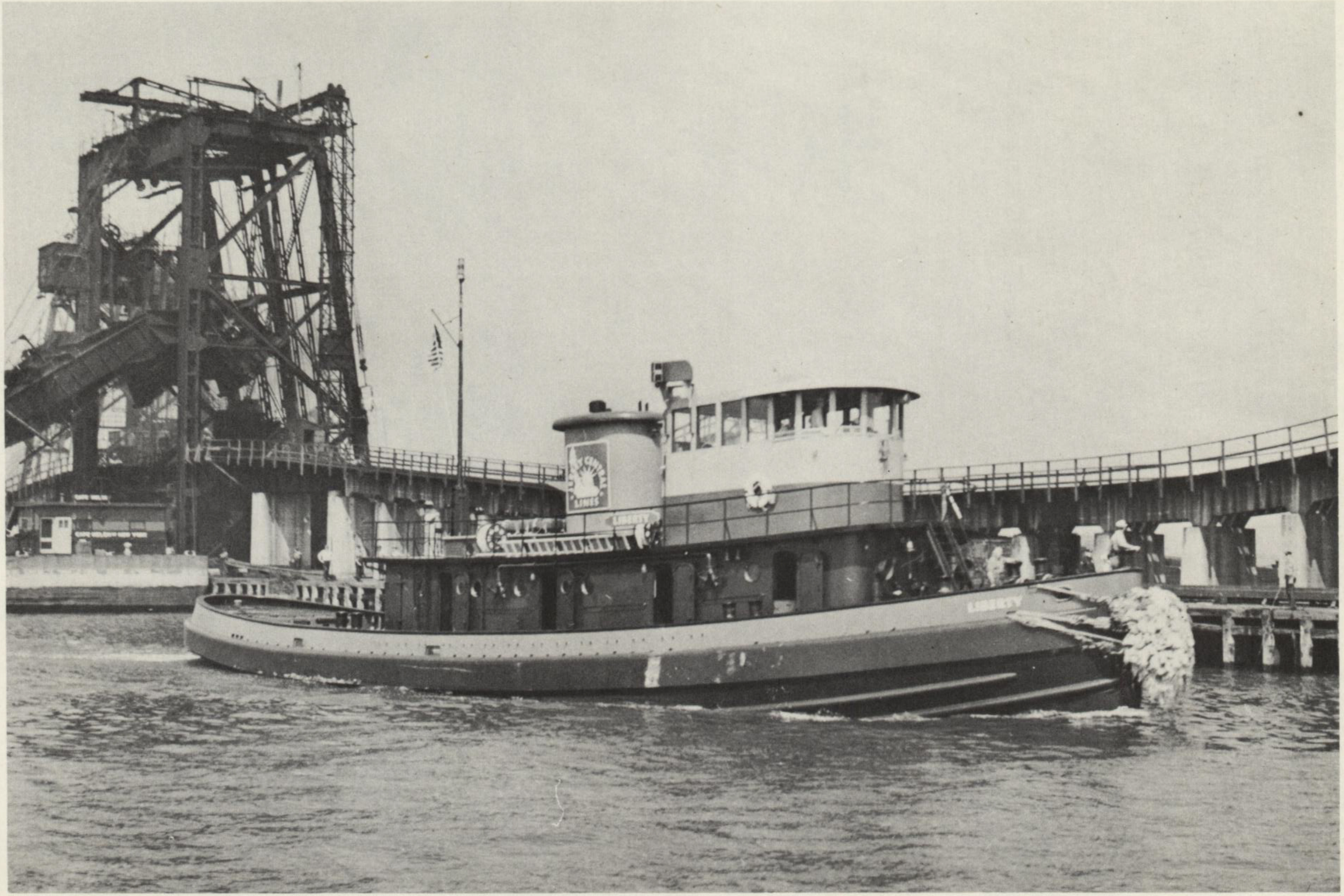
SYDNEY L. MAPES
CHIEF ENGINEER

GEORGE R. MERRYMAN
PURCHASING AGENT

PHILIP M. PARKER
PPOPERTY MANAGER

IRA GOLDOWSKY, M.D.
MEDICAL DIRECTOR

COVER: A heavy freight hauled by a three-unit diesel-electric locomotive crossing JCL's Newark Bay Drawbridge.



The "Liberty," first of four new JCL diesel tugboats, shown at Pier 18, site of the Railroad's extensive coal-dumping operations.

JERSEY CENTRAL LINES

HIGHLIGHTS OF THE YEAR

INCOME

	1952	*1951*
Receipts from freight, passenger and miscellaneous operations	$64,627,702	$64,733,680
Other receipts	853,736	770,062
Total receipts	$65,481,438	$65,503,742
Cost of maintaining and operating the property	$51,987,662	$53,475,910
Rents and miscellaneous costs	3,861,899	3,468,107
Taxes	6,041,309	5,739,246
Interest	1,959,759	1,876,119
Total costs	$63,850,629	$64,559,382
Net income	$ 1,630,809	$ 944,360

"AVAILABLE NET INCOME"

	1952	*1951*
Net income	$ 1,630,809	$ 944,360
Charges against income for property retired and not replaced	593,308	669,723
"Available Net Income"	$ 2,224,117	$ 1,614,083

CAPITAL FUND

	1952	*1951*
Amount in Capital Fund at close of year	$ 900,946	$ 1,879,848
Amount of year's Available Net Income to be deposited in Capital Fund	1,112,058	26,339
Total	$ 2,013,004	$ 1,906,187

INTEREST CERTIFICATES

	1952	*1951*
Amount outstanding at beginning of year	$ 4,082,850	$ 6,427,257
Amount acquired during year	1,548,140	2,344,407
Amount outstanding at close of year	2,534,710	4,082,850

Report to the Stockholders

AGAIN in net income was registered by this Company in 1952 as compared with 1951, notwithstanding the fact that gross revenues were substantially the same in both years. The gain was accomplished by reducing operating expenses without decreasing the dollars spent for maintenance.

In keeping with the experience of most Eastern railroads, freight traffic on the Jersey Central Lines as measured by carloads decreased about 6%, due partly to a 54-day steel strike in June and July.

During 1952 we virtually completed the capital improvement program undertaken following reorganization in October, 1949, which will substantially improve our future service and operating efficiency. When all equipment ordered during this $27,000,000 improvement program has been delivered, we will have added to our equipment and facilities 93 diesel-electric locomotives, 4 car-floats, 4 diesel tugs, 22 steel barges and lighters, 625 freight cars, a new Metropolitan Freight Station and Transfer at Elizabeth, N. J., and one of the most modern freight classification yards in the East at Allentown, Pa.

The only other remaining major projects are the elimination of grade crossings through Dunellen, N. J., and the extensive modernization of our power plant facilities at Jersey City. The grade crossing elimination project, which includes re-locating passenger terminal facilities from Dunellen to Plainfield, N. J., will cost approximately $6,667,000, of which the Company will pay 15% or about $1,000,000. A capital expenditure of $347,000 has been authorized for the Jersey City power plant project, which will enable us to discontinue one of the three large power plants that have served our Jersey City terminal operations for many years.

Our objective now will be to obtain the greatest possible benefit from the new equipment and facilities provided through this $27,000,000 program.

Our financial situation was also improved during these last three years. We came out of reorganization on October 1, 1949, with a cash working capital of $3,269,400. This has since been built up to $4,000,000. The Plan of Modification made provision for a Capital Fund and since then we have accumulated $2,013,004 in this Fund.

Interest certificates in the amount of $10,739,925 were issued following reorganization and this non-interest-bearing indebtedness has been reduced to $2,534,710. On the other hand, the improvement program necessary to increase our operating efficiency and maintain our competitive position increased our equipment debt from $10,778,000 in 1949 to $18,000,000 at the end of 1952, and this will be further increased to approximately $20,000,000 when all equipment on order has been delivered.

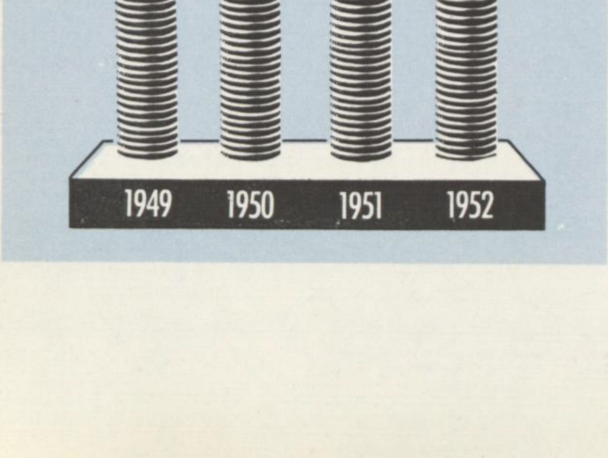
Regulation of the railroad industry began 65 years ago, when railroads had a monopoly on the nation's transportation. While the railroads are still the backbone of the country's transportation, other forms of transport many years ago removed the railroads' monopoly. Nevertheless, regulation designed to control monopolies remains unchanged, with the result that one of America's most basic and vital industries is restricted in exercising much of the initiative and enterprise so essential to any competitive industry.

Jersey Central is participating with the railroad industry as a whole in a program for enlightened legislation which will recognize the over-all transportation situation as it exists today.

The Reading Company, prior to 1952, owned a majority of the Central Railroad of New Jersey Class B stock. In recent months, with the approval of the Interstate Commerce Commission, the Reading Company increased its holdings so that it now owns slightly more than a majority of the entire outstanding capital stock of the Company.

Central Railroad Co. of Pennsylvania

In 1946 The Central Railroad Company of New Jersey transferred operation of its lines in Pennsylvania to a wholly-owned subsidiary, the Central Railroad Company of Pennsylvania, contending that this should eliminate New Jersey taxation of earnings from Pennsylvania operations. However, the Courts held that it was proper for New Jersey to tax the combined earnings of both companies. So at our request the Interstate Commerce Commission gave the Central of New Jersey permission to resume operation of the lines in Pennsylvania, including leased property, effective with the close of 1952. These lines have been designated as the Pennsylvania Division of The Central Railroad Company of New Jersey. At the same time, the Central of New Jersey assumed all of the assets and liabilities of the Central of Pennsylvania except the ownership of a short branch line at Easton, Pa. The Central of Pennsylvania will continue to own this branch, which has been leased to and is being operated by the Central of New Jersey as part of its Pennsylvania Division. These changes will eliminate payment of about $250,000 a year in duplicate state taxes on earnings.



Retirement of Non-Interest-Bearing Interest Certificates

The Central of New Jersey delivered $1,253,790 principal amount of its Non-Interest-Bearing Interest Certificates to the Mortgage Trustee for retirement during the period April 1, 1952, to April 1, 1953.

These purchases, costing $1,112,059, were made from funds representing one-half of the Company's 1952 "Available Net Income." We have also purchased an additional $138,800 principal amount of these Certificates in anticipation of future requirements. Of the $10,739,925 principal amount of Certificates originally issued in October, 1949, $2,534,710 remain outstanding in the hands of the public.

Traffic & Revenues

Freight

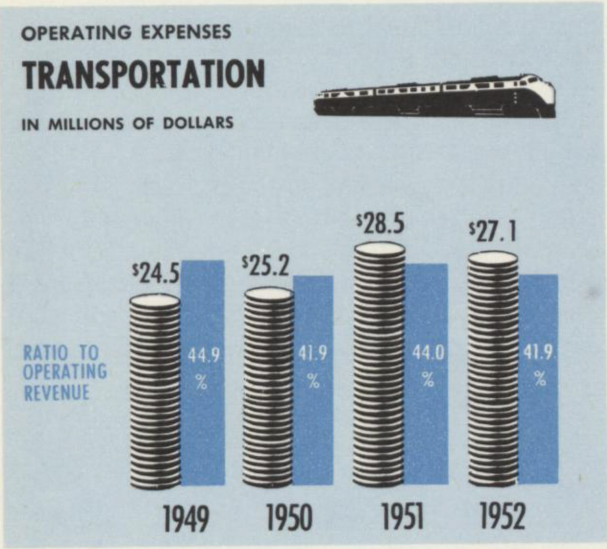
The generally lower level of railroad freight traffic nation-wide in 1952 compared with 1951 was reflected in the Company's traffic volume. Carloadings in 1952 totaled 937,761 against 996,633 the previous year, a decrease of about 6%. Freight revenue in 1952 totaled $54,504,290, representing 84.3% of total operating revenues, compared with $54,411,591, representing 84.1%, for the previous year.

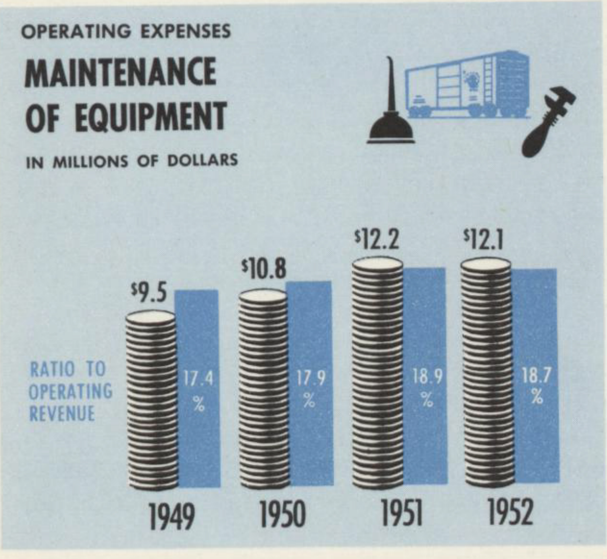
Passenger

In 1952 we carried approximately 12,000,000 revenue passengers, a decrease of 4%. Of this total, 8,300,000 were commuters. Gross passenger revenues amounted to $5,816,784 compared with $5,895,780 in 1951, a decrease of 1%.

Passenger business continues to represent a serious financial drain on net income as is the case with most railroads having a large volume of suburban traffic. To reduce these losses we are discontinuing non-essential and poorly patronized trains to the extent that regulatory agencies will permit.

On February 4, 1953, the New Jersey Board of Public Utility Commissioners rendered a decision on a petition filed by the Central of New Jersey on August 6, 1952, which will permit train adjustments involving a reduction in passenger losses of about $250,000 a year, or approximately two-thirds of the amount requested. A petition for further adjustments in service is still pending.





TREND OF REVENUE AND EXPENSE FROM PASSENGER SERVICE

Revenues and expenses assigned to passenger service in accordance with Interstate Commerce Commission Regulations for the years 1950-1952, inclusive, were as follows:

	(Thousands of Dollars)		
	1952	*1951*	*1950*
Gross Revenue	$ 8,852	$ 8,709	$ 8,169
Operating expenses related solely to passenger service	10,945	11,143	10,536
Losses — without any charges for "common" expenses	$ 2,093	$ 2,434	$ 2,367
Operating expenses "common" to both passenger and freight service apportioned to passenger service	5,579	5,344	4,508
Losses — before taxes and fixed charges	$ 7,672	$ 7,778	$ 6,875

Mail & Express

Mail revenue of $1,274,422 in 1952 represented a decrease of approximately $340,336 from the previous year, due in part to diversion of this traffic to trucks and in part to diversion of Parcel Post mail shipments to Railway Express. Revenue for handling Express totaled $1,051,151 in 1952, an increase of $489,466 over the previous year.

Rates & Fares

On May 2, 1952, following a delay of 16 months, the Interstate Commerce Commission granted Class I Railroads permission to increase freight rates by an additional 6%. This finally provided, with certain exceptions, the full 15% increase requested. However, the final order of the Interstate Commerce Commission stipulates that this increase will expire February 28, 1954, unless the order is modified before that time. It is estimated that the 6% increase will produce additional revenue of some $3,000,000 annually for the Company as a partial offset to wage and material cost increases.

New passenger and freight station at Atlantic Highlands, N. J., opened for public use November 21, 1952.

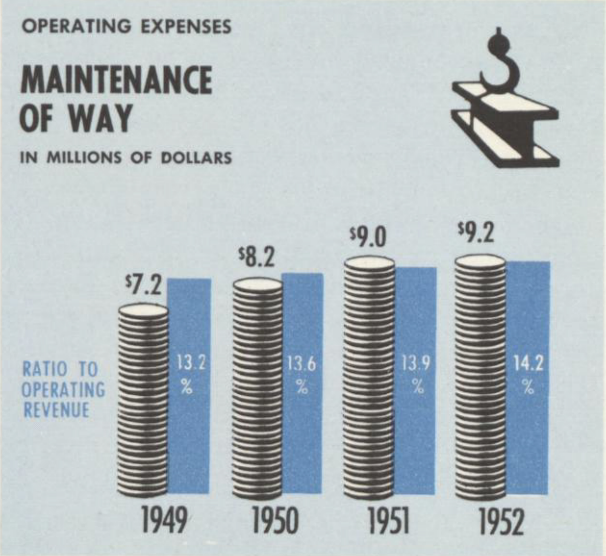
Since December 4, 1947, the Interstate Commerce Commission has been conducting an investigation into the division of freight charges between carriers in Official Territory and those in Southern and Southwestern Territory to determine whether or not such division was reasonable. On January 12, 1953, the Commission issued an order which will increase the Official Territory carriers' proportion of the through rate effective April 1, 1953. This will add an estimated $275,000 to $300,000 annually to the Jersey Central Lines' gross revenue.

Intrastate Commutation Fares

In March, 1950, the New Jersey Board of Public Utility Commissioners authorized certain increases in intrastate commutation fares for all carriers in the northern New Jersey area except the Jersey Central, whose fares had been increased pursuant to a Board Order in March, 1949. At the same time the Board reopened its March, 1949, Order relating to the Jersey Central's intrastate commutation fares. After hearings the Board ordered reductions in those fares to approximately the same level as that of the fares then in effect for the other carriers in the north Jersey area. This reduction amounted to about $45,000 a year and was equivalent to about one-half of the March, 1949, increase. Upon appeal, the Supreme Court of the State of New Jersey set aside this Order and remanded the proceeding to the Board, directing it to establish just and reasonable fares.

After full hearings the Board issued a new Order requiring that intrastate fares be reduced to the 1947 level, a reduction of about $90,000 a year. The case was again appealed to the Supreme Court of New Jersey, where the Board's Order was upheld. An appeal from this latter decision is now pending before the Supreme Court of the United States.

After the decision of the Supreme Court of New Jersey upholding the Board's second



RED BANK
JERSEY CENTRAL LINES

Short-range radar equipment recently installed on all JCL ferryboats helps to navigate the Hudson River when visibility is poor.

Order, proceedings were instituted before the Interstate Commerce Commission under Section 13 of the Interstate Commerce Act requesting the Commission to establish a level of intrastate fares which would remove the burden upon interstate commerce imposed by the Order of the New Jersey Board.

In this proceeding, the Commission on March 2, 1953, authorized increases in our intrastate commutation fares to about the same level of fares now in effect on other northern New Jersey railroads, with slightly higher fares for distances under 13 miles.

On the same date in another proceeding, the Commission authorized most northern New Jersey railroads, including the Jersey Central, to increase their interstate fares for distances between 4 and 12 miles. It is estimated that these fare adjustments will increase our passenger revenue by about $67,000 annually.

The final decision of the appeal pending before the United States Supreme Court will determine whether or not we will be required to refund the difference between fares we have been charging for intrastate tickets and the fares prescribed by the two Orders of the Public Utilities Commission. If refunds are required, they must be made for the period October 15, 1950, to the date new fares go into effect as authorized by the Interstate Commerce Commission Order of March 2, 1953.

Wages and Salaries

Nation-wide wage negotiations pending at the beginning of 1952 with the Organizations representing the Engineers, Firemen and Conductors were concluded in May of that year by and agreement generally similar to those previously concluded with the Organization representing the Trainmen. As a result, the U. S. Army terminated its operation of the railroads on May 23, 1952, and turned them back to their respective managements.

Wages of all employes who come under the scope of the various labor agreements now fluctuate as the Consumers Price Index (old basis), published by the Federal Bureau of Labor Statistics, fluctuates. For each one point change, calculated quarterly, employes receive wage increases or decreases of 1c an hour. During 1952 the net increase was 7c an hour. The total net increase over the 21-month period to December 31, 1952, while this provision has been in effect amounted to 14c an hour, or approximately $3,000,000 annually. On January 1, 1953, a decrease in the price index brought about a decrease of 1c per hour in wages.

Taxes

Carryover of losses from previous years and accelerated amortization allowed on emergency defense facilities lightened the Federal income tax payments on our 1952 earnings. Federal income taxes payable by the Company for that year are estimated at $310,000, which has been accrued in the income account for 1952.

Improvements

Equipment

During the year 8 steel lighters were ordered, of which 6 were delivered; 38 more diesel-electric locomotives were ordered, of which 19 were received; 2 of 4 diesel tugs ordered in 1951 were delivered and the other 2 have since been received; and delivery of 500 box cars ordered in March, 1951, is expected to be completed during April, 1953.

After delivery of the balance of our diesel locomotives, expected next month, we will have completed our dieselization program as now contemplated. This will result in abandonment of all steam engine facilities except at Cranford, N. J., and one-half of the Communipaw Engine Terminal at Jersey City. Ninety-eight per cent of our road freight service, 85% of our passenger service and 76% of our yard service will then be dieselized, leaving about 45 steam locomotives operating in the Jersey City Yard and in short road service in the Jersey City area. It is our plan to retain some steam power to cover fluctuations in traffic volume.

Allentown Yard

The most outstanding improvement among those described at the beginning of this Report in connection with our three-year modernization program is the 4.6-mile-long Allentown Yard project. The new westbound facility, which constitutes the major part of the project, has been in operation since mid-August of 1952. When fully completed during the first half of 1953, Allentown Yard will have 70 tracks, several of them capable of holding 150-car trains, and will be one of the largest and most modern in the East.

Metropolitan Freight Station

Operations of less-than-carload freight pick-up and delivery by truck at the new Metropolitan Freight Station and Transfer, Elizabeth, N. J., which were inaugurated in 1951 and mentioned in last year's Report, have been further extended to serve all local freight stations between Jersey City and Raritan, N, J., and between Newark and Perth Amboy, N. J.

In addition to providing a faster and improved service in the handling of this type of freight, the operation of the new consolidated freight station and transfer has produced a 20% reduction in labor cost for each ton of freight handled and an over-all saving in operating costs of about $125,000 annually.

Other Improvements

Also during 1952 short-wave radio installations were made on six road freight diesels, 11 portable radio sets were furnished to provide constant communication between the head and rear end of freight trains, and 14 cabooses were equipped to accommodate these "walkie-talkies." Radio communication has already proven so successful in reducing delays and conveying information in operating emergencies while en route that orders have been placed for 34 additional portable units and equipment for 16 more cabooses and 14 more freight diesels.

The continuing program of providing "head-end lighting" on passenger trains is now approximately 80% completed. This installation provides improved lighting at less cost.

All of our ferryboats have been equipped with short-range radar as an aid to safe and dependable operations regardless of fog and other conditions that affect visibility.

Modern automatic crossing gates were installed at seven more highway grade crossings during 1952 in place of manually operated gates or flashers. This makes a total of 21 crossings equipped with automatic gates.

A new combination passenger and freight station was placed in service at Atlantic Highlands, N. J., on November 21, 1952, replacing a structure destroyed by fire.

The extensive modernization of both the east and westbound stations at Plainfield, N. J., was completed in 1952.

Industrial Development

Thirty-eight new industries with an anticipated freight volume of at least 6,000 carloads annually were located along our lines in 1952.

Perhaps the most interesting factor in industrial development in 1952 was the establishment of a 1,200-acre tract near Wilkes-Barre, Pa., where there had previously been no industrial activity. Developed by the Wyoming Valley Industrial Fund, this area, known as Crestwood Industrial Park, is served exclusively by our Railroad. The Foster Wheeler Company is now erecting a $5,000,000 plant at this location which will produce an estimated 1,500 carloads of freight annually.

Some of the other activities which lend promise to the outlook for new industrial development were as follows:

The Lehigh Warehouse & Transportation Company is constructing a $1,000,000 plant for storage and distribution of chemicals in Bayonne, N. J., which will be served by our Railroad and will produce estimated freight traffic of more than 1,000 carloads annually.

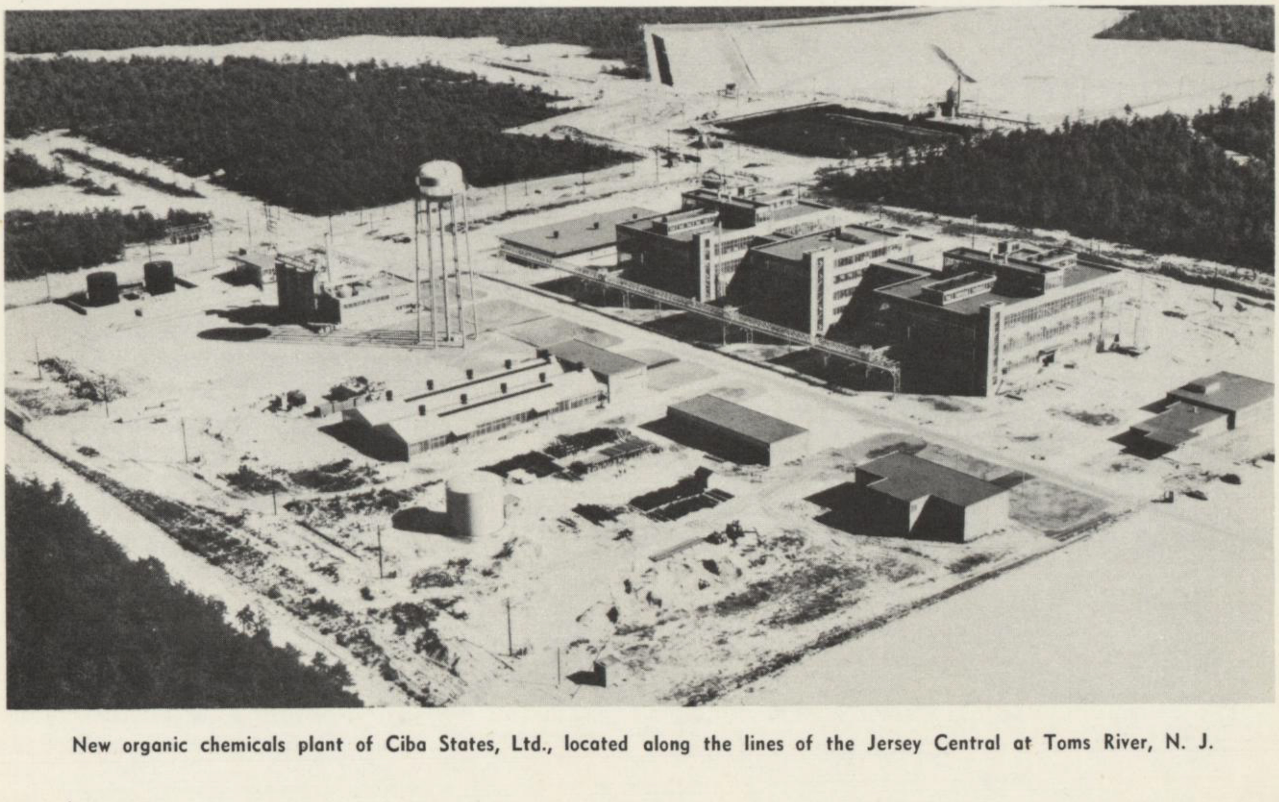
The American Mineral Spirits Company has located a plant in our Elizabeth Central District which will produce estimated freight traffic of 300 carloads annually.

The Supplee-Biddle-Steltz Company has also built a new warehouse in this general area and is relocating its Newark operations there.

In addition to new industries, six companies now served by the Jersey Central have either completed or will soon complete the expansion of their plant facilities, and it is expected that when production is increased as a result of these improvements we will handle an additional 1,200 carloads a year.

Property Sales

Ninety-two parcels of property aggregating approximately 54 acres were sold in 1952 for a total of $457,300. Major transactions included the sale of about 19 acres in Newark and Elizabeth to the New Jersey Turnpike Authority for $210,000; slightly less than one-half an acre in the Bronx, N. Y., for $70,000 to the Metropolitan Roofing Company, which is expected to



New organic chemicals plant of Ciba States, Ltd., located along the lines of the Jersey Central at Toms River, N. J.

A Merry Christmas
and A Peaceful New Year

This 1952 Christmas display at Jersey City Terminal, featuring in full color an animated Santa Claus and one of JCL's newest diesel-electric locomotives, stemmed from an idea submitted by Pvt. Patrick Zampetti in a display contest open to all employes under the Company's Suggestion Plan. Pvt. Zampetti, a draftsman before he entered military service, is shown receiving first-prize check for $50 from President E. T. Moore.

furnish us with 200 carloads of added freight annually; ten acres of land in the Elizabeth Central District for $85,000; and eleven and one-half acres of abandoned right-of-way through Sea Bright and Monmouth Beach, N. J., for a total of $51,000.

Public and Employe Relations

There has been increasing recognition among railroads and throughout all industry that public understanding of a company's problems and of the reasons behind certain of its policies gradually builds acceptance and added good will.

As a part of our increased emphasis on our public relations program we are making a special effort to acquaint our commuters with the facts regarding losses from passenger operations and some of the steps which must be taken to reduce them. The first major undertaking in this direction was the preparation of three informative pamphlets which became known as the "Lonesome Train" series. They were favorably received when distributed to passengers and subsequently stimulated considerable newspaper, radio and television publicity.

We are mindful of the fact that successful Company policies must be predicated on the community of interests involving the public, our stockholders and employes, and that a friendly and informed public is essential to successful operation.

The Suggestion Plan continues to produce many acceptable ideas submitted by employes. Since its inception more than seven years ago the Plan has resulted in 6,190 suggestions, of which 830 were accepted and placed in effect. Employes have received $10,843 in awards for their practical ideas on how to operate the railroad more efficiently.

Employe interest and participation in organized sports, recreational and social activities sponsored by the Company continued at a high level throughout the year.

We are continually expanding our safety program to make this railroad a safer and healthier place on which to work and travel.

This report would not be complete unless it included a sincere word of thanks to the more than 8,000 men and women of the Jersey Central Lines whose cooperation and industry have made our achievements possible. We also express appreciation to our customers and security holders.

By order of the Directors

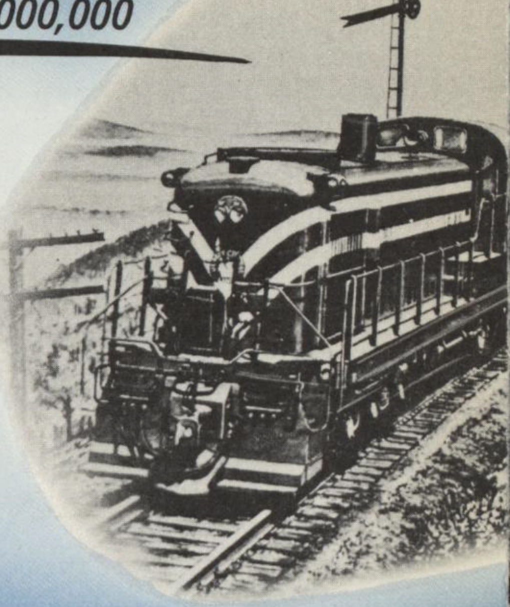
E T Moore

President

March 15, 1953

1531
1531
1524
1524

Diesel-Electric Locomotives
$14,000,000

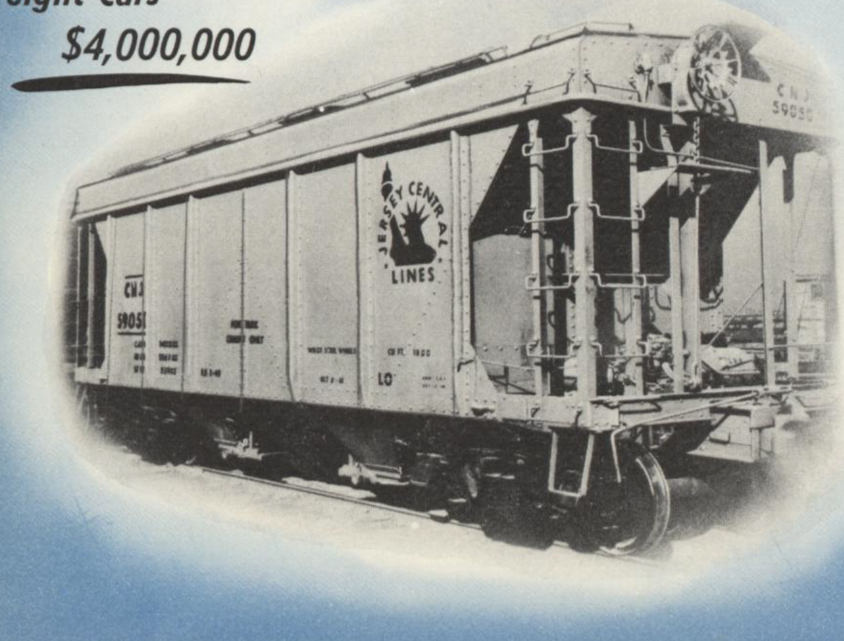


JERSEY CENTRAL LINES

1952 Marks Of $27,000 Improve

JERSEY CENTRAL LINES
CNJ
23043
XM4

Freight Cars
$4,000,000


JERSEY CENTRAL LINES
CNJ
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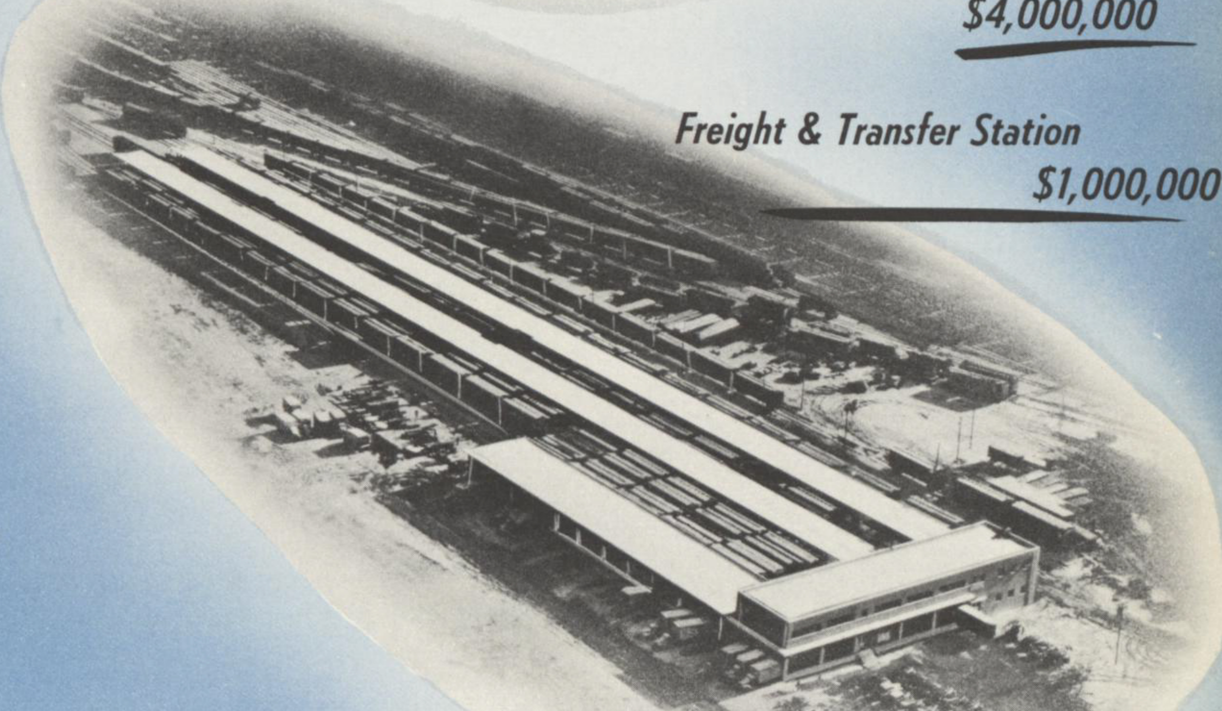
Near-Completion

,000

ment Program

Allentown Yard
$4,000,000

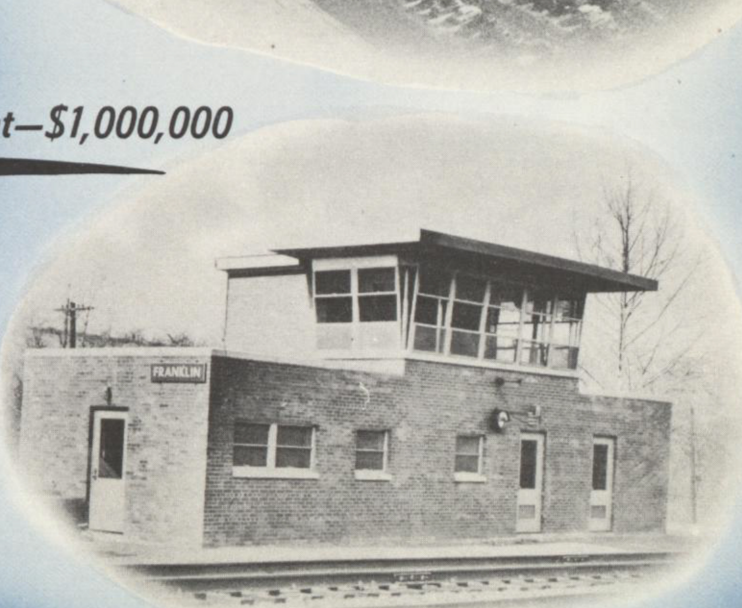
Freight & Transfer Station
$1,000,000

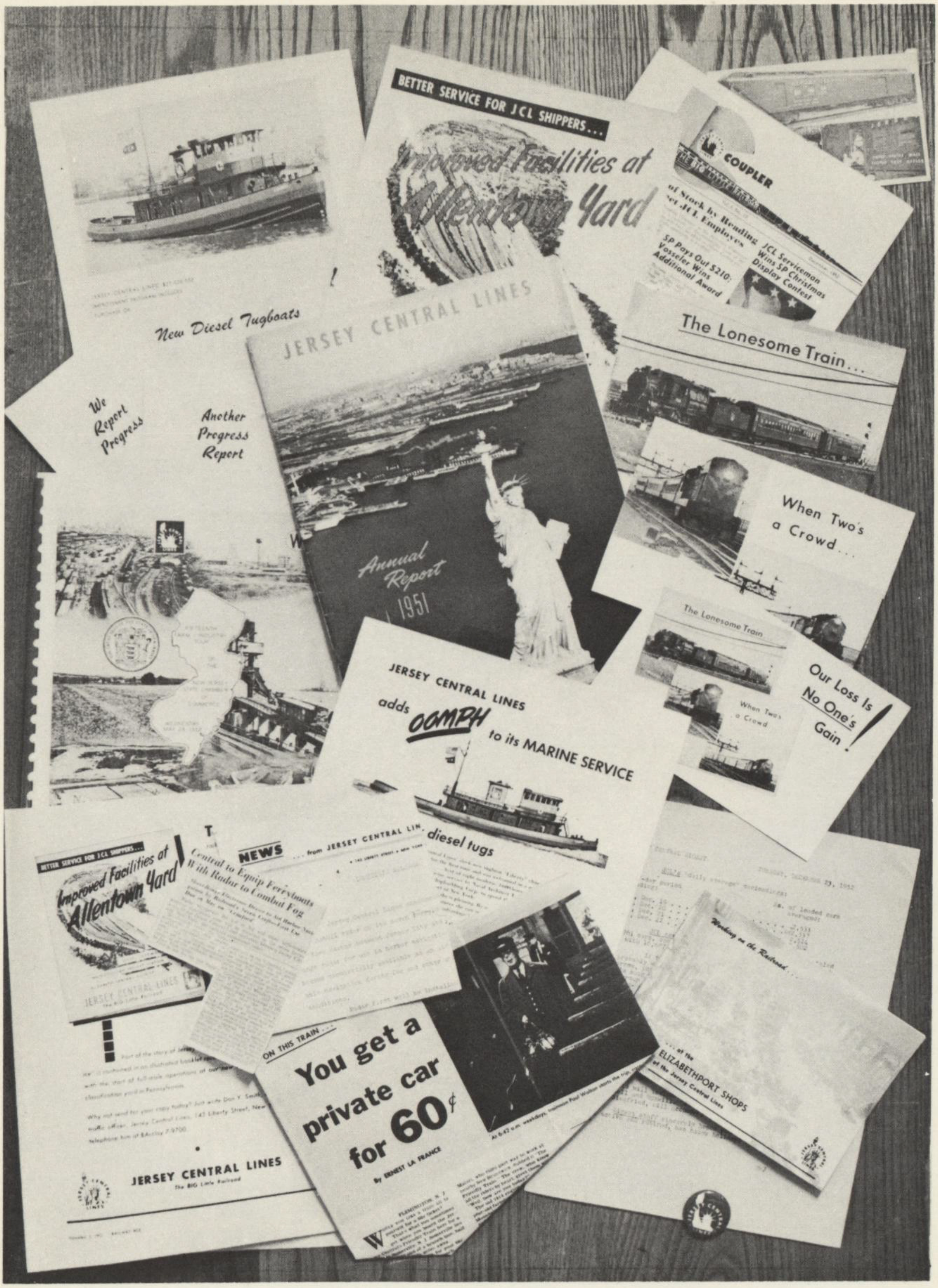


Marine Equipment
$3,000,000

Miscellaneous Equipment—$1,000,000

- Interlocking Plants
- Signals
- Train Radio
- Automatic Crossing Gates
- Mechanized Freight Handling Equipment




BETTER SERVICE FOR JCL SHIPPERS...
Improved Facilities at Allentown Yard
COUPLER
SP Pays Out $210; Vosseler Wins Additional Award
JCL Serviceman Wins SP Christmas Display Contest
New Diesel Tugboats
We Report Progress
Another Progress Report
JERSEY CENTRAL LINES
Annual Report 1951
The Lonesome Train...
When Two's a Crowd...
Our Loss Is No One's Gain!
JERSEY CENTRAL LINES adds OOMPH to its MARINE SERVICE
diesel tugs
NEWS ... from JERSEY CENTRAL LINES
Central to Equip Ferryboats With Radar to Combat Fog
ON THIS TRAIN...
You get a private car for 60¢
By ERNEST LA FRANCE
Working on the Railroad...
ELIZABETHPORT SHOPS of the Jersey Central Lines
JERSEY CENTRAL LINES
The BIG Little Railroad

Some examples of our continuing effort to keep the public and our employes informed concerning the Jersey Central's activities.

Jersey Central Lines

The Central Railroad Company of New Jersey
Central Railroad Company of Pennsylvania

Wharton and Northern Railroad Company
Jersey Central Transportation Company

Combined Income Account

	1952	1951	Percent Increase
LOADED CARS: (thousands)			
Merchandise	701.0	739.0	♯ 5.14
Anthracite	94.8	106.1	♯10.65
Bituminous	142.1	151.4	♯ 6.14
Total Cars	937.9	996.5	♯ 5.88
REVENUE:			
Freight:			
Merchandise	$38,883,697	$38,599,332	.74
Anthracite	9,100,435	9,300,466	♯ 2.15
Bituminous	6,520,158	6,511,793	.13
Total Freight	$54,504,290	$54,411,591	.17
Passenger	5,816,784	5,895,780	♯ 1.34
Mail	1,274,422	1,614,758	♯21.08
Express	1,051,151	561,685	87.14
Other	1,981,055	2,249,866	♯11.95
Total Revenue	$64,627,702	$64,733,680	♯ .16
OPERATING EXPENSES:			
Maintenance of Way	$ 9,178,525	$ 8,993,584	2.06
Maintenance of Equipment	12,091,669	12,191,373	♯ .82
Transportation	27,096,409	28,496,106	♯ 4.91
Other	3,621,059	3,794,847	♯ 4.58
Total Operating Expense	$51,987,662	$53,475,910	♯ 2.78
NET REVENUE	$12,640,040	$11,257,770	12.28
Railway Tax Accruals	6,041,309	5,739,246	5.26
Hire of Equipment	1,143,843	855,106	33.77
Joint Facility Rents	199,089	145,698	36.64
Sub Total	$ 7,384,241	$ 6,740,050	9.56
NET OPERATING INCOME	$ 5,255,799	$ 4,517,720	16.34
Other Income	853,736	770,062	10.87
Total Income	6,109,535	5,287,782	15.54
Other Deductions	142,545	95,043	49.98
Fixed Charges	4,336,181	4,248,379	2.07
Sub Total	$ 4,478,726	$ 4,343,422	3.12
NET INCOME	$ 1,630,809	$ 944,360	72.69

♯ Denotes Reverse Figure.

Jersey Central Lines

The Central Railroad Company of New Jersey
Central Railroad Company of Pennsylvania

Wharton and Northern Railroad Company
Jersey Central Transportation Company

Consolidated Balance Sheet

(Inter-Company Items Eliminated)

Assets

	December 31, 1952	December 31, 1951	Increase
Investments:			
Road and Equipment Property	$ 167,052,573	$ 165,505,980	$ 1,546,593
Improvements on Leased Property	13,733,440	14,569,172	♯ 835,732
Donations and Grants	♯ 3,554,256	♯ 3,095,968	458,288
Investment in Transportation Property	$ 177,231,757	$ 176,979,184	$ 252,573
Accrued Depreciation—Road	♯ 5,859,165	♯ 5,544,137	315,028
Accrued Depreciation—Equipment	♯ 30,745,815	♯ 31,809,582	♯1,063,767
Accrued Amortization of Defense Projects—Road	♯ 248,865	♯ 248,865	—
Accrued Amortization Defense Projects—Equipment	♯ 9,959,966	♯ 9,962,282	♯ 2,316
Investment in Transportation Property Less Recorded Depreciation and Amortization	$ 130,417,946	$ 129,414,318	$ 1,003,628
Capital and Other Reserve Funds:			
* "Capital Fund"	900,946	1,879,848	♯ 978,902
Other	3,800,063	3,233,885	566,178
Miscellaneous Physical Property	1,527,131	1,468,751	58,380
Investments in Affiliated Companies:			
Stocks	3,326,844	3,341,844	♯ 15,000
Bonds	1,807,000	1,822,000	♯ 15,000
Other Secured Obligations	—	40,000	♯ 40,000
Unsecured Notes	500,000	600,000	♯ 100,000
Investment Advances	3,297,547	3,097,969	199,578
Other Investments:			
Stocks	1,587,897	1,587,897	—
Bonds	360,380	2,049	358,331
Reserve for Adjustment of Investment in Securities	♯ 1,728.934	♯ 1,728,934	—
Total Investments Less Recorded Depreciation and Amortization	$ 145,796,820	$ 144,759,627	$ 1,037,193
Current Assets:			
Cash	$ 6,090,842	$ 4,030,177	$ 2,060,665
Temporary Cash Investments	309,529	949,387	♯ 639,858
Special Deposits	1,744,702	1,647,255	97,447
Net Balance Receivable from Agents and Conductors	1,388,086	1,264,566	123,520
Miscellaneous Accounts Receivable	5,305,904	5,860,743	♯ 554,839
Material and Supplies	4,754,925	4,990,210	♯ 235,285
Interest and Dividends Receivable	60,614	65,861	♯ 5,247
Accrued Accounts Receivable	1,752,461	1,361,252	391,209
Other Current Assets	41,086	42,133	♯ 1,047
Total Current Assets	$ 21,448,149	$ 20,211,584	$ 1,236,565
Deferred Assets:			
Working Fund Advances	$ 112,359	$ 115,925	$♯ 3,566
Insurance and Other Funds	116,524	116,404	120
Other Deferred Assets	1,144,269	764,896	379,373
Total Deferred Assets	$ 1,373,152	$ 997,225	$ 375,927
Unadjusted Debits:			
Prepayments	$ 199,961	$ 750,463	$♯ 550,502
Discount on Funded Debt	83,213	100,769	♯ 17,556
Property Retired Chargeable to Operating Expenses	1,180,287	—	1,180,287
Other Unadjusted Debits	1,378,903	1,793,129	♯ 414,226
Total Unadjusted Debits	$ 2,842,364	$ 2,644,361	$ 198,003
Grand Total	$ 171,460,485	$ 168,612,797	$ 2,847,688
*Capital Fund after adding proportion of Available Net Income	$ 2,013,004	$ 1,906,187	

♯ Denotes Reverse Figure.

Consolidated Balance Sheet

(Inter-Company Items Eliminated)

Liabilities

	December 31, 1952	December 31, 1951	Increase
Stock:			
Capital Stock, Common	$ 22,895,750	$ 22,895,750	—
Long Term Debt:			
Funded Debt Unmatured:			
Equipment Obligations with Public	$ 17,846,632	$ 15,804,761	$ 2,041,871
Interest Certificates	2,534,710	4,082,850	‡1,548,140
Mortgage Bonds	48,731,000	48,731,000	—
Total Long Term Debt	$ 69,112,342	$ 68,618,611	$ 493,731
Current Liabilities:			
Traffic and Car Service Balances—Net Payable	$ 3,072,100	$ 1,980,646	$ 1,091,454
Audited Accounts and Wages Payable	3,503,247	3,952,834	‡ 449,587
Miscellaneous Accounts Payable	700,217	674,274	25,943
Interest Matured Unpaid	937,044	942,713	‡ 5,669
Dividends Matured Unpaid	—	21,325	‡ 21,325
Unmatured Interest Accrued	120,423	98,091	22,332
Accrued Accounts Payable	1,618,110	1,446,257	171,853
Taxes Accrued	921,887	606,133	315,754
Other Current Liabilities	511,471	514,220	‡ 2,749
Total Current Liabilities	$ 11,384,499	$ 10,236,493	$ 1,148,006
Deferred Liabilities:			
Other Deferred Liabilities	$ 779,558	$ 440,218	$ 339,340
Total Deferred Liabilities	$ 779,558	$ 440,218	$ 339,340
Unadjusted Credits:			
Premium on funded debt	$ 12,357	—	$ 12,357
Other Unadjusted Credits	1,041,518	$ 2,233,345	‡1,191,827
Accrued Depreciation—Leased Property	1,004,266	840,613	163,653
Total Unadjusted Credits	$ 2,058,141	$ 3,073,958	$‡1,015,817
Surplus:			
Unearned Surplus	$ 4,542,495	$ 4,542,495	—
Earned Surplus—Appropriated	51,306,708	56,327,685	$‡5,020,977
Earned Surplus—Unappropriated	9,380,992	2,477,587	6,903,405
Total Surplus	$ 65,230,195	$ 63,347,767	$ 1,882,428
Grand Total	$171,460,485	$168,612,797	$ 2,847,688

‡ Denotes Reverse Figure.

Jersey Central Lines

Long Term Debt—The Central Railroad Company of New Jersey

Mortgage Bonds

Date of Issue	Date of Maturity	Interest Due	Interest Rate	Total Amount Issued		Amount Actually Outstanding Dec. 31, 1952	
July 1, 1949	July 1, 1987	Jan. and July	3¼%	$48,731,000		$48,731,000	

Interest Certificates

July 1, 1949	None			$10,739,925		$ 2,534,710	

Equipment Trust Obligations

Date	Equipment Securing Obligation	Interest Rate	Original Amount of Obligation	Matured This Year	Unmatured and Outstanding Dec. 31, 1952	Final Installment Matures
June 15, 1944 CRP	100—70-Ton Flat Cars 500—50-Ton Hopper Cars 1000—70-Ton Gondola Cars	2¼%	$ 3,720,000	$ 248,000	$ 1,736,000	June 15, 1959
June 15, 1947 CRP	5—4500 h.p. 3-Unit Road Freight Diesel Locomotives	2⅜%	1,605,000	107,000	1,070,000	June 15, 1962
July 15, 1947 CRP	1250—50-Ton Box Cars	2⅜%	3,750,000	250,000	2,500,000	July 15, 1962
Apr. 15, 1948 CRP	5—4500 h.p. 3-Unit Road Freight Diesel Locomotives	2⅝%	1,395,000	93,000	1,023,000	Apr. 15, 1963
Oct. 15, 1948	DIESEL UNITS 13—1500 h.p.	2⅝%	1,500,000	100,000	1,100,000	Oct. 15, 1963
Apr. 1, 1950	5—1000 h.p. 7—1600 h.p.	2½%	1,350,000	90,000	1,170,000	Apr. 1, 1965
Apr. 1, 1950 CRP	125—70-Ton Covered Hopper Cars DIESEL UNITS 3—1000 h.p. 4—1200 h.p. 5—1600 h.p.	2⅜%	1,815,000	121,000	1,573,000	Apr. 1, 1965
Aug. 1, 1951 CRP	9—1200 h.p. 13—1600 h.p.	3%	2,745,000	183,000	2,562,000	Aug. 1, 1966
Oct. 1, 1952	4—1200 h.p. 19—1600 h.p.	3½%	2,895,000	—	2,895,000	Oct. 1, 1967
	Total		$20,775,000	$1,192,000	$15,629,000	

Conditional Sales Agreements

Sept. 14, 1951	DIESEL UNITS 1—1000 h.p. 1—1600 h.p.	2½%	$ 260,324	$ 26,032	$ 231,236	Dec. 1, 1961
Sept. 27, 1951	4—Single Screw Diesel Tug Boats	3¼-3⅝	1,071,412	535,706	535,706	10 Years From Delivery
Nov. 1, 1952	2—1200 h.p. 13—1500 h.p.	3¼-3⅝	1,450,690	—	1,450,690	Nov. 1, 1962
	Total		$2,782,426	$561,738	$2,217,632	

The Central Railroad Company of New Jersey—Investments in Affiliated and Other Companies

Stocks—Affiliated Companies

	Date of Maturity	Percent of Ownership	Par Value Pledged Under Genl. Mortgage	Par Value Unpledged	Ledger Value
Allentown Terminal Railroad Company . .		50%	$ 224,850	$ 150	$ 225,000
Bayshore Connecting Railroad Company .		50%	27,500	400	27,900
Central Railroad Company of Pennsylvania .		100%	48,300	1,700	50,000
Communipaw Central Land Company . .		100%	1,500	500	2,000
Dover and Rockaway Railroad Company . .		63.8%	95,000	700	91,955
Edroyal Corporation		100%	749,700	300	750,000
Elizabethport and New York Ferry Company .		99%	—	1,460	1,460
Hunter Run Water Company		100%	4,875	125	3,196
Jersey Central Transportation Company . .		100%	19,500	500	20,000
Mount Hope Mineral Railroad Company . .		68.3%	108,800	500	224,233
New York and Long Branch Railroad Company		50%	1,999,400	600	2,000,000
Railway Express Agency, Inc. . . .		1.1%	*	*	1,100
Wharton and Northern Railroad Company .		100%	499,300	700	1,025,767
Total			$3,778,725	$ 7,635	$4,422,611

* No Par Value

Stocks—Other Companies

Lehigh and Hudson River Railroad Company			$ 786,900	$ 100	$ 748,287
Raritan River Railroad Company . . .			494,900	400	839,610
Total			$1,281,800	$ 500	$1,587,897

Bonds—Affiliated Companies

Allentown Terminal Railroad Company First Mortgage Gold Bonds	July 1, 1954	45.55%	$ 205,000		$ 205,000
Dover and Rockaway Railroad Company 6% First Mortgage Bonds	‡Jan. 1, 1906	100%	=17,000		17,000
New York and Long Branch R. R. Co. 4% Cons. Mtge. Gold Bonds, Series "B" .	Sept. 1, 1981	50%	1,316,000		1,316,000
New York and Long Branch R. R. Co. 5% Cons. Mtge. Bonds, Series "A" . . .	July 1, 1979	50%	269,000		269,000
Total			$1,807,000		$1,807,000

‡ Past Due

= Excludes $8,000 par value deposited with Hudson Trust Company, Hoboken, N. J., Trustee under the Dover and Rockaway Railroad Company Mortgage.

Notes—Affiliated Companies

Edroyal Corporation 1½%	Demand	100%	$ 500,000		$ 500,000

Jersey Central Lines

Equipment—As of December 31, 1952

Locomotives

	Number of Units	Average Weight (Tons)	Average Tractive Power
Diesel:			
Road Passenger	6	191.8	63,910
" Freight	20 "A"	125.1	62,550
" "	10 "B"	122.5	61,266
General Utility 1000 H.P.	6	123.4	61,688
" " 1500 H.P.	27	127.2	63,580
" " 1600 H.P.	12	126.4	63,186
" " 1600 H.P. (6 Motors)	14	180.1	90,055
Yard Switchers	57	110.8	55,457
Total—Diesel	152	19,407.7	9,513,924
Average		127.7	62,592
Steam:			
4-Wheel Switch	1	56.2	22,272
6-Wheel Switch	28	81.0	37,323
8-Wheel Switch	19	128.7	61,985
10-Wheeler	32	112.3	38,575
Consolidation	1	115.5	39,329
Pacific	16	160.3	46,728
Mikado	12	170.5	62,949
Total—Steam	109	13,091.8	5,021,780
Average		120.1	46,071

Freight Cars

	Number	Capacity (Tons)
Box	2,358	116,810
Coal	5,430	296,200
Gondola—Steel	1,484	102,040
Gondola—(Steel Underframe)	1,177	76,830
Ore	8	560
Flat	100	7,000
Cement	424	29,215
Caboose	133	—
Poling Cars	5	—
Total	11,119	628,655

Passenger

	Number
Coaches	427
Combination Passenger	39
Other Combination	11
Dining	2
Baggage and Express	70
Club	8
Total	557

Marine Department

	Number
Ferryboats	7
Tugboats	6
Open Deck Lighters—Scows	16
Steam Hoist Lighters	9
Covered Barges	42
Car Floats	11
Water Pile Drivers	2
Work Scows	3
Total	96

Work Equipment

	Number
Cinder Cars	10
Business Cars	2
Locomotive Cranes	20
Work Cars	175
Total	207

Motor Vehicles

	Number
Automobile (Pass.)	4
Trucks—Tractor	1
" —Trailers	12
" —Miscl.	34
" —Tank	1
" —Ferry Coal	3
Total	55

Jersey Central Lines

The Central Railroad Company of New Jersey
Central Railroad Company of Pennsylvania

Wharton and Northern Railroad Company

Transportation Statistics

	Year 1952	Year 1951	Percent Increase
Train Miles:			
Freight	1,610,066	1,744,220	# 8
Passenger	2,395,076	2,425,654	# 1
Total Revenue Service	4,005,142	4,169,874	# 4
Work	84,241	72,451	16
Total Train Miles	4,089,383	4,242,325	# 4
Car Miles:			
Freight—Loaded	63,545,670	66,917,350	# 5
Freight—Empty	30,740,079	30,617,318	—
Total Freight (inc. Caboose)	95,879,564	99,276,970	# 3
Passenger—Handled by Diesel Power	8,832,146	8,283,077	7
Passenger—Handled by Steam Power	5,589,931	6,263,583	#11
Total Passenger	14,422,077	14,546,660	# 1
Percent Passenger Car Miles Handled by Diesel Power	61.2	56.9	8
Ton Miles Freight—(Thousands):			
Gross Ton Miles—Handled by Diesel Power	4,482,853	3,962,870	13
Gross Ton Miles—Handled by Steam Power	191,878	957,612	#80
Total Gross Ton Miles	4,674,731	4,920,482	# 5
Percent Gross Ton Miles Handled by Diesel Power	95.9	80.5	19
Net Ton Miles (Thousands):	2,370,697	2,635,213	#10
Freight Trains:			
Average Net Train Load	1,611	1,601	1
Average Gross Train Load	3,055	2,989	2
Average Train Speed	13.3	14.0	# 5
Freight Cars:			
Net Tons per Loaded Car	38.8	39.4	# 2
Percent Net to Gross	50.7	53.4	# 5
Percent Loaded to Total Car Miles	67.4	68.6	# 2
Car Miles per Car Day (of cars in service)	19.7	20.0	# 2
Net Ton Miles per Car Day (of cars in service)	471	501	# 6
Yard:			
Cars Dispatched per Yard Engine Hour	7.6	7.5	1
Cost of Fuel and Wages per Car Dispatched	$1.68	$1.75	# 4
Passenger Trains:			
Average Cars per Train	6.0	6.0	—
Cost of Fuel and Wages per Train Mile	$1.50	$1.49	1

# Denotes Reverse Figure.

Jersey Central Lines

The Central Railroad Company of New Jersey
Central Railroad Company of Pennsylvania

Wharton and Northern Railroad Company
Jersey Central Transportation Company

Revenues

Years	Freight Revenue	Passenger Revenue	Mail Revenue	Express Revenue	Other Transportation Revenue	Non-Transportation Revenue	Total Operating Revenues
1952 . .	$54,504,290	$5,816,784	$1,274,422	$1,051,151	$588,210	$1,392,845	$64,627,702
1951 . .	54,411,591	5,895,780	1,614,758	561,685	524,739	1,725,127	64,733,680
1950 . .	50,788,750	6,035,395	923,362	546,361	492,756	1,369,693	60,156,317
1949 . .	45,365,593	6,482,452	612,923	308,511	452,321	1,357,457	54,579,257
1948 . .	53,905,753	6,781,867	493,611	708,723	468,250	1,731,253	64,089,457
1947 . .	46,578,134	6,247,799	391,325	656,618	488,025	1,775,658	56,137,559
1946 . .	39,509,944	6,557,329	271,159	143,922	634,868	1,775,287	48,892,509
1945 . .	45,219,658	7,196,182	260,585	760,239	616,582	2,015,301	56,068,547
1944 . .	50,064,332	7,649,789	308,215	978,598	606,771	1,832,570	61,440,275
1943 . .	51,914,777	8,161,222	302,617	904,750	609,884	1,744,102	63,637,352

Expenses

Years	Maintenance of Way and Structures	Maintenance of Equipment	Traffic	Transportation	Miscellaneous Operations	General	Total Operating Expenses	Percentages of Expenses to Revenue	Net Revenue From Railway Operations
1952	$9,178,525	$12,091,669	$1,006,365	$27,096,409	$ 63,106	$2,551,588	$51,987,662	80.44	$12,640,040
1951	8,993,584	12,191,373	984,027	28,496,106	92,637	2,718,183	53,475,910	82.61	11,257,770
1950	8,236,873	10,823,507	931,580	25,198,527	189,767	2,240,390	47,620,644	79.16	12,535,673
1949	7,215,850	9,476,853	915,349	24,451,184	335,446	2,582,518	44,977,200	82.41	9,602,057
1948	8,879,156	10,829,010	948,760	27,616,507	365,703	2,662,732	51,301,868	80.05	12,787,589
1947	7,049,268	10,033,639	887,981	25,523,021	316,294	2,260,026	46,070,229	82.07	10,067,330
1946	6,074,261	9,508,634	800,909	23,954,555	282,396	2,133,900	42,754,655	87.45	6,137,854
1945	7,822,161	16,087,263	717,502	23,026,940	323,420	1,959,772	49,937,058	89.06	6,131,489
1944	8,256,304	10,981,511	659,518	24,985,354	347,504	1,790,584	47,020,775	76.53	14,419,500
1943	7,769,358	10,762,655	612,259	25,439,642	335,046	1,416,105	46,335,065	72.81	17,302,287

Net Railway Operating Income, Fixed Charges and Net Income

Years	Net Railway Operating Income	Other Corporate Income (Net)	Income Available For Fixed Charges	Fixed Charges	Net Income
1952 . . .	$ 5,255,799	$ 711,191	$ 5,966,990	$4,336,181	$ 1,630,809
1951 . . .	4,517,720	675,019	5,192,739	4,248,379	944,360
1950 . . .	6,535,710	488,685	7,024,395	4,244,703	2,779,692
1949 . . .	3,991,688	♯ 188,914	3,802,774	4,648,969	♯ 846,195
1948 . . .	6,714,496	♯6,424,498	289,998	4,956,153	♯4,666,155
1947 . . .	3,313,257	1,043,934	4,357,191	4,892,975	♯ 535,784
1946 . . .	3,180,662	933,899	4,114,561	4,834,682	♯ 720,121
1945 . . .	♯2,216,336	750,825	♯1,465,511	4,852,463	♯6,317,974
1944 . . .	4,763,470	615,816	5,379,286	5,152,560	226,726
1943 . . .	5,496,865	691,658	6,188,523	5,182,330	1,006,193

♯ Denotes Reverse Figure.

Jersey Central Lines

The Central Railroad Company of New Jersey
Central Railroad Company of Pennsylvania

Wharton and Northern Railroad Company

Revenue Freight Traffic Statistics

Year	Average Mileage Operated	Revenue Tons One Mile Per Mile of Road	Average Rate Per Ton Per Mile (Cents)	Revenue Freight Train Miles	Average Train Load (Revenue Tons)	Average Gross Ton Miles Per Train Hour
1952	633.63	3,856,308	2.23	1,610,066	1,518	38,609
1951	635.93	4,102,970	2.08	1,744,220	1,496	39,359
1950	638.17	3,934,330	2.02	1,683,856	1,491	38,882
1949	642.86	3,421,890	2.06	1,570,855	1,400	39,266
1948	645.40	4,498,101	1.86	1,921,713	1,511	38,811
1947	647.37	4,484,852	1.60	2,007,623	1,446	36,500
1946	647.85	4,255,843	1.43	2,001,540	1,378	32,031
1945	669.40	4,815,906	1.40	2,440,735	1,321	31,310
1944	670.37	5,580,839	1.34	2,870,530	1,303	31,265
1943	672.94	5,571,965	1.38	3,174,654	1,181	28,050

Revenue Passenger Traffic Statistics

Year	Average Mileage Operated(*)	Passengers One Mile	Average Rate Per Passenger Per Mile (Cents)	Total Passenger Train Miles(X)	Total Passenger Train Miles Per Mile Road	Passenger Train Revenue Per Train Mile Passengers Only	Passenger Train Revenue Per Train Mile All Sources
1952	354.39	246,120,911	2.35	2,395,076	6,758	$2.42	$3.43
1951	354.41	259,020,932	2.25	2,425,654	6,844	2.40	3.34
1950	354.41	264,855,281	2.25	2,386,331	6,733	2.50	3.16
1949	354.41	296,440,401	2.16	2,594,090	7,319	2.47	2.85
1948	355.28	338,663,545	1.98	2,678,310	7,539	2.50	2.98
1947	357.01	378,570,401	1.93	2,746,755	7,694	2.25	2.66
1946	378.86	426,538,342	1.52	2,758,979	7,282	2.35	2.53
1945	378.86	455,065,186	1.56	2,975,706	7,854	2.38	2.75
1944	380.77	479,983,430	1.56	3,301,491	8,671	2.27	2.69
1943	380.78	503,964,990	1.59	3,608,656	9,477	2.22	2.58

(X) Including Express Trains.
(*) Excludes mileage used exclusively for Freight Traffic.

Track Mileage—December 31, 1952

	Miles of First Main Track	Miles of Additional Main Track	Miles of Yard Tracks and Sidings	Total All Tracks
Owned	379.83	191.68	438.79	1,010.30
Leased:				
Controlled through ownership of majority of capital stock	4.54	—	2.65	7.19
Not controlled	184.36	95.49	225.71	505.56
Trackage rights granted by other companies	64.36	52.17	40.56	157.09
Total miles of road operated	633.09	339.34	707.71	1,680.14

Freight Revenue by Commodities

Commodity	1952	1951
Products of Agriculture:		
Potatoes, Other Than Sweet	$ 67,716	$ 60,438
Malt	140,072	141,310
Other Products of Agriculture	1,471,929	1,421,209
Total	$ 1,679,717	$ 1,622,957
Animals and Products:		
Meats—Fresh	$ 145,188	$ 112,342
Fish and Sea Animal Oil	94,851	119,355
Other Animals and Products	304,743	285,384
Total	$ 544,782	$ 517,081
Products of Mines:		
Anthracite Coal (Prepared)	$ 8,927,174	$ 9,213,223
Bituminous Coal	6,481,335	6,499,053
Iron Ore	722,463	698,947
Zinc Ore and Concentrates	349,002	281,049
Sand, Gravel and Crushed Stone	1,656,166	1,915,304
Other Products of Mines	2,170,877	2,001,216
Total	$20,307,017	$20,608,792
Products of Forests:		
Lumber, Shingles and Lath	$ 743,024	$ 684,116
Other Products of Forests	328,482	341,232
Total	$ 1,071,506	$ 1,025,348
Manufactures and Miscellaneous:		
Refined Petroleum Products	$ 2,160,820	$ 2,353,046
Chemicals—Acids	2,154,754	2,044,576
Sodium (Soda) Products	1,033,149	1,116,248
Alcohol	353,102	301,163
Fertilizers	240,840	243,622
Paints, Putty and Varnish	283,742	295,973
Copper, Brass, Lead, Zinc	817,205	748,436
Manufactured Iron and Steel	2,217,814	2,508,065
Cement—Natural and Portland	3,837,704	3,691,190
Printing Paper	872,639	799,234
Paper Products	807,539	814,779
Glass Bottles, Jars and Packing Glasses	621,003	655,468
Liquors—Malt	427,240	420,315
Scrap Iron and Scrap Steel	1,874,810	1,672,211
Other Manufactures and Miscellaneous	12,293,176	12,112,645
Total	$29,995,537	$29,776,971
Forwarded Traffic CL	$ 548,196	$ 485,500
Grand Total—Carload Traffic	54,146,755	54,036,649
Less Than Carload Traffic	1,144,090	1,155,646
Grand Total Carload and LCL Traffic	$55,290,845	$55,192,295

Jersey Central Lines

Freight Traffic Offices

Jersey Central Lines maintains Freight Traffic Offices in the cities listed below. Agents in charge of these offices are eager to give every assistance to shippers. You can help us by urging your shipper friends to ask these Agents about Jersey Central Lines service. Or tell your nearest Agent of prospective business that comes to your attention. He'll carry on from there, promptly, courteously and thoroughly.

ALBANY 7, NEW YORK	J. C. Powers, General Agent 11 The Plaza—Phone Albany 3-4547
ALLENTOWN, PENNSYLVANIA	J. H. Weiss, Division Freight Agent 804-806 Allentown National Bank Building Phone Hemlock 5-4721
BOSTON 10, MASSACHUSETTS	J. M. Gehring, General Agent 626-627 Chamber of Commerce Building Phone Liberty 2-5320
BUFFALO 3, NEW YORK	C. R. Everding, General Agent 532 Ellicott Square Phone Washington 1274
CHICAGO 3, ILLINOIS	E. P. Seiwert, General Western Freight Agent 3324 Bankers Building, 105 West Adams Street Phone Randolph 6-1816
CLEVELAND 14, OHIO	F. F. Siegel, General Agent Room 407, Park Building Phone Cherry 1-0968
LONG BRANCH, NEW JERSEY	H. E. Garrison, Division Freight Agent Phone Long Branch 6-0486, Ext. 11
NEWARK 2, NEW JERSEY	E. T. Ginder, Division Freight Agent Broad Street Station Building Phone Market 2-5300
NEW YORK 6, NEW YORK	B. J. McSweeney, General Freight Agent 143 Liberty Street Phone Barclay 7-9700
PHILADELPHIA 2, PENNSYLVANIA	F. H. Hicks, Assistant General Freight Agent Room 1610, Girard Trust Co. Bldg. 1400 South Penn Square Phone Rittenhouse 6-7390
PITTSBURGH 22, PENNSYLVANIA	C. E. Armstrong, General Agent Room 801-802, Park Building Fifth Avenue and Smithfield Street Phone Atlantic 1-7404
ST. LOUIS 2, MISSOURI	C. H. McNab, General Agent 1035-1036 Boatmen's Bank Building Phone Central 4760
WHARTON, NEW JERSEY	M. H. Dorman, General Agent Main Street Phone Dover 6-0129
NEW YORK 6, NEW YORK 143 Liberty Street Phone Barclay 7-9700	Don Y. Smith *Chief Freight Traffic Officer* John F. Hourigan *Freight Traffic Manager (Rates)* Richard J. Sullivan *Freight Traffic Manager (Sales and Service)* James S. Watson *General Coal Freight Agent*

JERSEY CENTRAL
LINES

The **BIG** *Little Railroad*